THE REPORTER is published every Thursday Morning, by E. O. GOODRICH, at $2 per annum, in advance.

ADVERTISEMENTS, exceeding fifteen lines are inserted at TEN CENTS per line for first insertion, and FIVE CENTS per line for subsequent insertions. Special notices inserted before Marriages and Deaths, will be charged FIFTEEN CENTS per line for each insertion. All resolutions of Associations, communications of limited or individual interest, and notices of Marriages or Deaths exceeding five lines, are charged TEN CENTS per line.

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☞ Advertising in all cases exclusive of subscription to the paper.

JOB PRINTING of every kind, in Plain and Fancy colors, done with neatness and dispatch. Handbills, Blanks, Cards, Pamphlets, &c., of every variety and style, printed at the shortest notice. THE REPORTER OFFICE has just been re-fitted with Power Presses, and every thing in the Printing line can be executed in the most artistic manner and at the lowest rates. TERMS INVARIABLY CASH.

Cards.

GEORGE D. MONTANYE, *ATTORNEY AT LAW*—Office corner of Main and Pine streets, opposite Porter's Drug Store.

DOCTOR EDWARD S. PERKINS, Offers his professional services to the citizens of Frenchtown and vicinity. Calls promptly attended to.
May 28, 1867.—1y*

W. T. DAVIES, Attorney at Law, Towanda, Pa. Office with Wm. Watkins, Esq. Particular attention paid to Orphans' Court business and settlement of decedents estates.

MERCUR & MORROW, *Attorneys at Law*, Towanda, Penn's. The undersigned having associated themselves together in the practice of Law, offer their professional services to the public.
ULYSSES MERCUR P. D. MORROW.
March 9, 1865.

PATRICK & PECK, ATTORNEYS AT LAW. Offices:—In Patton Block, Towanda, Patrick's block, Athens, Pa. They may be consulted at either place.
H. W. PATRICK, apl13 W. A. PECK.

H. B. McKEAN, *ATTORNEY & COUNSELLOR AT LAW*, Towanda, Pa. Particular attention paid to business in the Orphans' Court. July 20, 1866.

HENRY PEET, *Attorney at Law*, Towanda, Pa. Jan27, 68.

EDWARD OVERTON Jr., *Attorney at Law*, Towanda, Pa. Office in the Court House. July 13, 1865.

JOHN N. CALIFF, *ATTORNEY AT LAW*, Towanda, Pa. Also, Government Agent for the collection of Pensions, Back Pay and Bounty.
☞ No charge unless successful. Office over the Post Office and News Room. Dec. 1, 1864.

H. P. KIMBALL, Licensed Auctioneer, Pottersville, Bradford Co., Pa. Tenders his services to the public. Satisfaction guaranteed, or no pay required. All orders by mail, addressed as above, will receive prompt attention. Oct. 2, 1867.-6m

DR. C. P. GODFREY, PHYSICIAN AND SURGEON, has permanently located at Wyalusing, where he will be found at all times. apl.16'68.3m.*

DR. T. B. JOHNSON, TOWANDA, PA. Having permanently located, offers his professional services to the public. Calls promptly attended to in or out of town. Office with J. DeWitt on Main street. Residence at Mrs. Humphrey's on Second Street.
April 15, 1868.

JOHN W. MIX, *ATTORNEY AT LAW*, Towanda, Bradford Co. Pa. General Insurance and Real Estate Agent.—Bounties and Pensions collected. N. B.—All business in the Orphan's Court attended to promptly and with care. Office first block south of Ward House, up stairs. Oct. 24, '67.

W. HERSEY WATKINS, ATTORNEY-AT-LAW & NOTARY PUBLIC. Depositions taken. Deeds, Mortgages, Powers of Attorney, Affidavits, Pension Applications and other Papers, made out, executed, and sworn to before me.

PARSONS & CARNOCHAN, ATTORNEYS AT LAW, Troy, Bradford Co. Practice in all the Courts of the county. Collections made and promptly remitted.
E. S. PARSONS, d12 W. H. CARNOCHAN.

DR. PRATT has removed to State street, (first above B. S. Russell & Co's Bank). Persons from a distance desirous of consulting him, will be most likely to find him on Saturday of each week. Especial attention will be given to surgical cases, and the extraction of teeth. Gas or Ether administered when desired. July 18, 1866. D. S. PRATT, M. D.

DOCTOR CHAS. F. PAINE.—Office in GORE'S Drug Store, Towanda, Pa. Calls promptly attended to at all hours. Towanda, November 29, 1866.

DR. H. WESTON, *DENTIST.*—Office in Patton's Block, over Gore's Drug and Chemical Store. 11jan68

DRS. MASON & ELY, *Physicians & Surgeons.*—Office on Pine street, Towanda, at the residence of Dr. Mason. Particular attention given to diseases of Women, and diseases of Eye, Ear and Throat.
E. B. MASON, M. D. HENRY OLIVER ELY, M. D.
April 9 1868.

EDW'D MEEKS—AUCTIONEER. All letters addressed to him at Sugar Run, Bradford Co. Pa., will receive prompt attention.

FRANCIS E. POST, *Painter, Towanda, Pa*, with 10 years experience, is confident he can give the best satisfaction in Painting, Graining, Staining, Glazing, Papering, &c. ☞ Particular attention paid to Jobbing in the country. April 9, 1866.

J. K. VAUGHAN—*Architect and Builder.*—All kinds of Architectural designs furnished. Ornamental work in Stone, Iron and Wood. Office on Main street, over Elwell & Co.'s Bank. Attention given to Rural Architecture, such as laying out of grounds, &c. April 1, 1867.—1y.

J. J. NEWELL, COUNTY SURVEYOR, Orwell, Bradford Co., Pa., will promptly attend to all business in his line. Particular attention given to running and establishing old or disputed lines. Also to surveying of all unpatented lands as soon as warrants are obtained. my17

F. B. FORD—*Licensed Auctioneer*, TOWANDA, PA., Will attend promptly to all business entrusted to him. Charges moderate. Feb. 13, 1868.

W. B. KELLY, *Dentist.* Office over Wickham & Black's, Towanda, Pa. All the various styles of work scientifically done and warranted. Particular attention is called to the Alluminum Base for Artificial Teeth, which is equally as good as Gold and far superior to either Rubber or Silver. Please call and examine specimens. Chloroform or Ether administered under direction of a Physician when desired. Aug. 6, 1867.—tf.

REAL ESTATE AGENCY. H. B. McKEAN, REAL ESTATE AGENT, Offers the following Farms, Coal and Timber Lands for sale:
Pine Timber lot, 3 miles from Towanda, containing 53 acres. Price $1,325.
Farm in Asylum, containing 135 acres. Good buildings. Under a fine state of cultivation. Mostly improved. Price $6,000.
Farm in West Burlington—on the Creek.—New house and barn. Under a fine state of cultivation. 95 acres. Price $5,450.
Farms in Franklin. All under good cultivation. Good buildings. For sale cheap.
Several very desirable Houses and Lots in Towanda.
A large tract of Coal Lands in Tioga county. Towanda, July 18, 1867.

JEWELRY STORE AT DUSHORE. A. YOUNG, Informs the citizens of Sullivan county that he has opened a Jewelry Store, in the building opposite Welles & Ackley's store, Dushore, where he will keep on hand an assortment of JEWELRY, WATCHES, AND CLOCKS, Which will be sold as low as at any other place in the country. Particular attention paid to Watch and Clock Repairing. ☞ Give me a call, as many years' experience will enable me to give satisfaction. Dushore, Oct. 9, 1867.

The Bradford Reporter.

E. O. GOODRICH, Publisher. INDEPENDENT ON ERRONEOUS PRINCIPLES. $2 per Annum, in Advance.

VOLUME XXVIII. TOWANDA, BRADFORD COUNTY, PA., MAY 21, 1868. NUMBER 52.

Cards.

WARD HOUSE, TOWANDA, PA. On Main Street, near the Court House. C. T. SMITH, Proprietor. Oct. 8, 1866.

AMERICAN HOTEL, TOWANDA, PA., Having purchased this well known Hotel on Bridge Street, I have refurnished and refitted it with every convenience for the accommodation of all who may patronize me. No pains will be spared to make all pleasant and agreeable. May 8, '66.—tf. J. S. PATTERSON, Prop.

ELWELL HOUSE, TOWANDA, PA., JOHN C. WILSON. Having leased this House, is now ready to accommodate the Travelling public. No pains nor expense will be spared to give satisfaction to those who may give him a call. ☞ North side of the public square, east of Mercur's new block [now building].

NEW ARRANGEMENT AT THE NEWS ROOM AND BOOK STORE. The undersigned having purchased the BOOK STORE AND NEWS ROOM of J. J. Griffiths, respectfully invite the old patrons of the establishment and the public generally, to call and examine our stock.
ALVORD & BARBER.
S. W. ALVORD. F. E. BARBER.

FASHIONABLE TAILORING! LEWIS REHBEIN Respectfully informs the citizens of Towanda Borough, that he has opened a TAILOR SHOP, In Phinney's Building opposite the Means House and solicits a share of public patronage. He is prepared to cut and make garments in the most fashionable style, and the most durable manner. Perfect satisfaction will be guaranteed. Cutting and Repairing done to order on short notice. Sept. 10, 1867.

THE UNDERSIGNED HAVE opened a Banking House in Towanda, under the name of G. F. MASON & CO. They are prepared to draw Bills of Exchange, and make collections in New York, Philadelphia, and all portions of the United States, as also England, Germany, and France. To Loan money, receive deposits, and to do a general Banking business. G. F. Mason was one of the late firm of Laporte, Mason & Co., of Towanda, Pa., and his knowledge of the business men of Bradford and adjoining Counties, and having been in the banking business for about fifteen years, make this house a desirable one, through which to make collections. G. F. MASON, A. G. MASON. Towanda, Oct. 1, 1866.

BRADFORD COUNTY REAL ESTATE AGENCY, H. B. McKEAN, REAL ESTATE AGENT. Valuable Farms, Mill Properties, City and Town Lots for sale. Parties having property for sale will find it to their advantage by leaving a description of the same, with terms of sale at this agency, as parties are constantly enquiring for farms &c. H. B. McKEAN, Real Estate Agent. Office Montanye's Block, Towanda, Pa. Jan. 29, 1867.

HARDING & SMALLEY, Having entered into a co-partnership for the transaction of the PHOTOGRAPHIC business, at the rooms formerly occupied by Wood and Harding, would respectfully call the attention of the public to several styles of Pictures which we make specialities, as: Solar Photographs, Plain, Pencilled and Colored, Opaltypes, Porcelain Pictures, &c., which we claim for clearness and brilliancy of tone and Artistic finish, *can not be excelled.* We invite all to examine them as well as the more common kinds of Portraits which we make, knowing full well that they will bear the closest inspection. This Gallery claims the highest reputation for good work of any in this section of country, and we are determined by a strict attention to business and the superior quality of our work, to not only retain but increase its very *enviable reputation.* We keep constantly on hand the best variety of Frames and at lower prices than at any other establishment in town. Also Passepartouts Card frames, Card Easels, Holmes' Stereoscopes, Stereoscopic Vies, and everything else of importance pertaining to the business. Give us an early call. N. B.—Solar Printing for the trade on the most reasonable terms. D. HARDING, Aug. 29, '67. F. SMALLEY.

A CARD.—Dr. VANDUSKIRK has obtained a License, as required, of the Goodyear Vulcanite Company, to Vulcanize Rubber as a base for Artificial Teeth, and has now a good selection of those beautiful carved Block Teeth, and a superior article of Black English Rubber, which will enable him to supply all those in want of sets of teeth, with those unsurpassed for beauty and natural appearance. Filling, Cleaning, Correcting Irregularities, Extracting, and all operations belonging to the Surgical Department skillfully performed. Chloroform administered for the extraction of Teeth when desired, an article being used for the purpose in which he has been licensed, having administered it with the most pleasing results during a practice of fourteen years. Being very grateful to the public for their liberal patronage heretofore received, he would say that by strict attention to the wants of his patients, he would continue to merit their confidence and approbation. Office in Seldleman's Block, opposite the Means House, Towanda, Pa. Dec. 20, 1867.—3m.

TWENTY-FIVE YEARS EXPERIENCE IN DENTISTRY. J. S. SMITH, M. D., would respectfully inform the inhabitants of Bradford County that he is permanently located in Towanda, Pa., He would say that from his long and successful practice of TWENTY-FIVE YEARS duration he is familiar with all the different styles of work done in any and all Dental Establishments in city or country, and is better prepared than any other Dental operator in the vicinity to do work the best adapted to the many and different cases that present themselves oftentimes to the Dentist, as he understands the art of making his own artificial teeth, and has facilities for doing the same. To those requiring under sets of teeth he would call attention to his new kind of work which consists of porcelain for both plate and teeth, and forming a continuous gum. It is more durable, more natural in appearance, and much better adapted to the gum than any other kind of work. Those in need of the same are invited to call and examine specimens. Teeth filled to last for years and oftentimes for life.—Chloroform, Ether, and "Nitrous Oxide" administered with perfect safety, as over four hundred patients within the last four years can testify. Office in Patton's Block. Jan. 23, 1868.

CARRIAGES!! CARRIAGES!! AT THE BURLINGTON CARRIAGE EMPORIUM! The subscriber would inform his friends and the public generally, that he has now on hand, and is prepared to build to order, OPEN AND TOP BUGGYS, Democrat and Lumber Wagons, at reduced prices. I have enlarged my shop, by adding a superior Paint and Varnish room. The different departments are under the charge of FIRST CLASS MECHANICS. I would inform the public that I have secured the services of Mr. JAS. W. EMISON, formerly of Waverly, who has charge of the Painting Department, we are now prepared to do all kinds of Painting, having just received the largest and best selected stock of paints and varnishes ever brought into the county. Orders solicited and all work warranted. Repairing done on the most reasonable terms MORTIMER VOSBURGH. April 25, 1868.—1y103.

MISS GRIFFIN—Having enlarged her Millinery Establishment, is thereby enabled to furnish a larger assortment of goods than heretofore. Will the ladies please call and examine her present stock of Spring and Summer Bonnets and Hats. Towanda, April 14, 1868.*

PITTSTON COAL.—The undersigned will deliver to order in Towanda, Pittston Coal at $6 per ton, or $5 per ton at his yard in WYSOX. Orders left at Taylor & Co.'s store will receive prompt attention. MORRIS COOLBAUGH. Wysox, April 2, 1868.—1m.

CHOICE TOBACCO AND CIGARS at *Brumhall & Cowell's Cheap Store.*

Selected Poetry.

SOMEBODY'LL COME TO-NIGHT.

I must bind my hair with the myrtle bough,
And gem it with buds of white,
And drive this blush from my burning brow,
For—somebody'll come to-night.
And while his eye shall discern a grace
In the braid and the folded flower,
He must not find in my tell-tale face
The spell of his wondrous power.

I must don the robe which he tenderly calls
A cloud of enchanting light,
And sit where the mellowing moonlight falls,
For somebody'll come to-night.
And while the robe and the place shall seem
But the veriest freak of chance,
'Tis sweet to know that his eye shall beam
With a tenderer, happier glance.

'Twas thus I sang when the years were few
That lay on my girlish head,
And all the flowers that in fancy grew
Were tied with golden thread,
And somebody came, and the whispers there
I cannot repeat, them, quite—
But I know my soul went up in prayer,
And "somebody's" here to-night.

I blush no more at the whispered vow,
Nor sigh in the moon's soft light;
My robe has a tint of amber now,
And I sit by the anthracite;
And the locks that vied the glossy wren
Have passed to the silver-gray,
But the love that decked them with flowers then
Is a holier love to-day.

Selected Tale.

AN ENGINE-ROOM STORY.

On a cold frosty December, a few years ago, I was a passenger on board the fine steamer "Queen," from London to ———. The voyage is not a very long one; but we were several days at sea, and during that time I struck up pretty much of an acquaintance with the second engineer of the ship. I have always had a taste, rather imaginative than scientific, for watching the working of powerful machinery; the evenings were too cold to allow of my remaining long on deck; and I was often glad to exchange for a time the saloon stove for the bright glow of the boiler furnaces, and the company of the passengers for a chat in the engine-room with my friend the engineer. Ten o'clock in the evening, when it was his watch, generally found me seated by his side on the platform that ran around the tops of the cylinders, whence he could in a moment hear any word passed from the deck, had immediate access to the handles of the engines, could see the fire-doors and the stoke-hole, with the glass gauges in front of the boilers; and even whilst chatting with me, could be constantly alive to the smallest escape of steam, or the least jarring or chirping sound which told to his practised eyes or ears that something about the machinery required lubrication or adjustment.

There was nothing very remarkable about my acquaintance, Angove: he was simply an honest, straightforward, intelligent, self educated mechanic; one, in short, of a class very numerous among our steamboat engineers. He was about forty years of age, and had spent nearly half that time at sea in many services and in all parts of the world. He had been in action on board of a Brazilian steam-sloop; had nearly died from the intense heat in the engine-room of a Peninsular and Oriental boat in the Red Sea; had been wrecked in a West India mail-steamer, and afterwards discharged from the service for a smuggling transaction, with which he vowed that he himself had really nothing to do; was at the time the late war broke out serving on board a Russian war steamer, which of course he left as soon as possible; had served on board of a river boat on the Mississippi, and another on the Hooghly; and had seen many a strange event in these and other services, from the plain matter-of-fact point of view natural to his temperament and education.

One evening we were slipping along fast under steam and canvas, and the wind and sea on the beam; and the ship, though not pitching much, was rolling a good deal. I came shivering off, the deck, where I had been smoking a cigar in the moonlight, and seated myself in my accustomed place on the engine-room platform, enjoying the warm glow from the furnaces. Angove had just lit a cigar which I gave him, when a slight escape of steam from one of the valve stuffing boxes arrested his attention. The platform on which we had our seat was on a level with the tops of the cylinders, with a railing nearly breast high between it and the engines; and to get at the stuffing box in question it was necessary, in order to avoid being struck by the bars of the parallel motion, to wait until the engine took her down stroke, and then vault in over the rail to the top of the cylinder cover, before she came up again. Taking a spanner, to screw down the gland, Angove awaited the proper moment, and vaulted over the rail; but at that instant the ship took a heavier roll than ordinary, his foot slipped on the greasy, sloping surface of the false cover, and he had the narrowest escape possible from being precipitated headlong among the working parts of the machinery. He saved himself just in time by catching hold of the cylinder cross-head worked up to within half an inch of the deck beams, and before he could withdraw his hand the two were nearly close together; the smallest conceivable space of time longer, and his hand would have been crushed between them: such close work was it, indeed, that he actually felt the squeeze, and the skin was red with the pressure.

I know I was terribly frightened, and started up pale and horror struck; but Angove finished his work coolly, vaulted out again over the rail, and seated himself at my side, a little pale, but perfectly calm and self-possessed, and smoked away his cigar as if nothing had happened.

"My dear fellow," I cried, "what a narrow escape! I thought it was all over with you."

"Yes, indeed," he said, "it was close work! But, thank God, it is all right. A very small fraction of a second longer"—looking at his hand—"and my power of using hammer and chisel wouldn't have been of much account."

We sat for some minutes without speaking; both, no doubt, meditating on what had occurred; and then, full of the subject, I said,—

"It must be very dangerous work, going about the engines in really bad weather?"

"Yes it is," he said, "especially in some engine rooms; nearly as bad, I think, as it is for the sailors to go aloft. But I have always been very fortunate."

"Did you never meet with an accident?" I asked.

"No," he replied; "but I was very near one once,—a worse one perhaps than even this would have been,—and yet it was not exactly an accident either"

"What was it then?" I asked.

"Well," he said, "it is a subject on which I don't much like to speak; and, indeed, I have never told the whole story to any one; but I think a sufficiently long time has now elapsed, and I may as well give it to you since you are pleased to say you like hearing my little adventures."

"It was many years ago, when the Californian gold diggings were attracting everybody's attention, that I went out as third engineer of a steamer from Panama to San Francisco. I liked the captain very much, and I had known him by sight before, though he didn't know me; for a short time previously, he had several times come on board a ship to which I then belonged at New York, to see the captain, who was a friend of his.—Once or twice he had brought off his wife and little daughter with him,—such a sweet, lady-like young woman, and such a dear little girl!—I recollect taking them down once and showing the engines,—and the lady appeared so fond of her husband! I wondered how he could leave them to come on this station, in that lawless time of gold seeking. Our chief engineer, too, was a good sort of man, and one who knew his work well; the second wasn't a bad fellow either, though too fond of his glass; but the rest of the officers and crew were not pleasant shipmates. The ship was not a comfortable one to me in any respect, and I soon determined that my first voyage in her should be my last, though we had first rate wages to induce us to stick by the ship at San Francisco, and not run away to the gold diggings.

"We arrived out safely, without any adventure; but we had to wait a long time there before we could sail on our homeward voyage. Notwithstanding all precautions, a great many of our crew ran away, and it was impossible to replace them: indeed, the harbor was full of ships lying useless there for want of crews to take them away. But we had also another loss, and a great one, in our chief engineer. He had been ailing on the voyage out, and he died, poor fellow! whilst we were in the harbor. Our second was not exactly the person to take charge of the engines, being, as I have said, rather too fond of drink, and the captain, we heard, was trying all he could do to get some one in our chief's place. Macpherson, the second, was of course very indignant at this—but so it was.

"I should think we must have been quite two months at San Francisco before we were ready to sail again,—for you must understand that we were not a regular packet on the station, but had been specially chartered for the voyage out,—and we thought that we were going, after all, without any new chief engineer. We, in the engine room, were pleased at this, for Macpherson was a good sort of a fellow enough, except for that fault which I have mentioned, and a first rate workman; but on the very last day before sailing, the captain, of whom we had seen but little for some time past, came on board with a person whom he introduced to the engine room hands as their new chief.

"He was not the only new arrival on board. There were a few—very few—passengers; and a lady who I heard, to my astonishment, was the captain's wife, whom he had married since we had been at San Francisco. Now, as I have already told you, I had seen his wife and little daughter but a short time before, so you may think how much I was surprised at seeing this other woman brought on board as his wife now. I was very much surprised at our captain, whom I had taken for a different sort of a man; but it was all no business of mine, so I held my tongue about it.—This new woman that he had now was very handsome, certainly, though of a bold, masculine style of beauty, and with such an eye! I thought I shouldn't exactly like her for a wife myself; though she was really handsome, and it was no wonder that any man should be taken up with her.

"Right or wrong, I form my opinion of people pretty quickly; and I didn't like our new chief. He was quiet and mild in his manners certainly,—wonderfully so for that time, in that part of the world,—but there was a wild, dissipated, wicked look, if you understand me, in his eye, which seemed to me to tell that he could be very different if he chose. I could not help remarking to Macpherson, that I thought we had a rum one to deal with now; and he replied that he should like to know his history, for he guessed it was a strange one.

"One thing was evident to me from the first time he came into the engine room,—he was not a practical working engineer. That he knew something about engines was plain; and he gave his orders with decision, and without any apparent doubt of himself; but there was a theoretical rather than a practical twang about them, as if his knowledge of marine engines had been gained rather by study than by experience. His hands were too white and delicate for a man who had used the hammer and chisel and file much; and, coming into the engine room suddenly on the evening before we sailed, I found him doing some job at the vice which was there,—something for himself, I fancy, and not for the engines,—and, from the manner in which he handled his tools, it was plain that he was no workman. I set him down in my own mind for a civil engineer who had come out to the diggings, had got a bad run of luck, and was glad to work his way home as best he could.

"At length we were ready for sea, having taken on board a small cargo, and some gold on its way to the States. We had beautiful weather down the coast, and for some time nothing unusual occurred. Macpherson and I kept watch and watch alternately, our new chief of course taking none; indeed, he came very seldom into the engine room at all; and, when he did, he interfered with nobody. He would just glance at the guages, open a fire door and look in, and feel the heat of the condensers; but he would make no remark, unless there was a little escape of steam, or anything of that sort which a child might notice. He seldom found fault with anybody, and very often, indeed almost every night, he used to send down grog to the stokers and trimmers on watch, so that they began to consider him a sort of sea-angel, and to wish that they could always have him for a chief. Our captain, too, appeared to think more of his wife than of the ship, and also seemed to me to be drink pretty much; and Macpherson soon found that he might take his little drop when he liked, having nobody to find fault with him, except myself, who was his subordinate. So, altogether, discipline became very lax, and, except for the mates, we were quite a happy family at sea. I could not help fancying, however, that it was all too good to last; and so it turned out.

"We had got well down the coast, and I know we were not far off the land, when one night—a fine night it was, but very dark—it was my watch below from midnight to four in the morning. When I say, 'my watch below,' you know, sir, I do not mean my watch below, in the engine room, but my turn to be off duty. Macpherson and I occupied as a sleeping cabin one of the deck houses abaft the paddle wheel, in which were two bunks, one over the other, one his and the other mine. At eight bells—twelve o'clock, you know—I called him, and he turned out as usual, and went to take charge of the engine room; while I turned into my bunk and tried to go to sleep. Now to sleep close behind a paddle-box, while the wheel but a foot or two from your head, is, for those unaccustomed to it, and, sometimes even for those who are used to it, rather a difficult operation, especially when the ship is rolling. There is a creak and a buzz, as your side rises with the roll; and a roar, and a bang, and a shock, and a splutter as your wheel is in its turn half buried in the sea; with a continual tremble and shake, never ceasing for a moment, which, altogether, render sleeping in such a position an art only to be acquired by long practice; and, as I have said, not always to be depended upon even then. I can sleep as well as most people; and am not at all a particular man in such matters; but on the night in question, although there was not much sea on, I soon found that any attempt to get a sleep in my bunk was hopeless. I could not afford to throw away my four hours in thinking about it; so, turning out again, without much delay, I went below to the engine room, and crept into a snug little spot between the starboard cylinder and the forward bulkhead of the engine room, which I had several times before, on our outward voyage, used for a similar purpose. I must describe the engine room to you. It was very much like this one: the engines were side levers like these; and the stoke hole, with its fire doors, was adjoining the engine room, without any separation between. The cylinders were forward, about four feet from the bulkhead, and the boilers and stoke hole were aft. There was a platform just like this, at the level of the tops of the cylinders, on each side of the engine room, and across the forward part of it, close to the bulkhead; with ladders at the after ends of the two side platforms leading down to the stoke hole; and another at the middle of the part that went across, by which you descended to a narrow passage between the engines, where the starting handles, &c., were placed: at the same part of the platform was the ladder which communicated with the deck.

"You will see from this that there was at the forward end of the engine room, having the cylinders and ends of the engines on one side of it, the bulkhead on the other, and the cross platform for a roof, a space about four feet wide, and in length the whole width of the ship. The port side of this space was filled with tallow casks, oil cans, &c., for which there was not room in the store closet; but on the starboard side there was a nice, snug little spot, kept tolerably cool, though so near the cylinders, by the draught of air from the deck, and through some holes in the bulkhead, from the fore-hold.—This snuggery was approached by a narrow passage on the starboard side of the ship—for the ladders and the deck pump prevented your getting in from between the engines, and the donkey engine was in the way on the port side; and you had to make a rush to get in, where you did, without a ducking from the starboard waste water pipe through the ship's side, which was very leaky, so that there was generally a torrent of water falling down from it. But once in, with a bag of cotton wipings for a bed, and my jacket rolled up for a pillow, I could generally calculate on a comfortable snooze, without disturbance from the wheels or anything else. I am obliged to be so particular in my description, or you would never understand what I have to relate. In this favorite spot of mine, then, you will understand that I lay down, and in a very few minutes was fast asleep.

"I had not slept very long, when I awoke with a start, and with an uneasy consciousness that there was something unusual in the working of the engines. I leant on my elbow and listened. They were going much more slowly than usual, and there was a peculiar jerking style about their motion which seemed as if they were working expansively with high steam; and the well know rushing sound in the steam-pipes, like the wind through a doorway, when the door is ajar, showed me in a moment that they were closely "throttled,"—that is, that the valves in the pipes leading to the cylinders were partially closed, so as to check the flow of steam from the boilers to the engines. I saw, too, that there was a very bright glow from the furnaces, and that the fires were more than usually intense. I fancied, also, from the absence of the usual currents of air, except through the windsail and from the forehold, and the appearance of the lights and shadows, that the hatches over the crank gratings, and the companion leading to the deck, were closed,—a thing that was very unusual except in bad weather.

"I was about to creep out of my lair to see what was the meaning of all this, when I heard persons in conversation in the passage between the engines, and almost close to where I was. By a slight movement I was able also to see them. One was our chief engineer, who had never before been known in the engine room at this hour of the night; he had his hands on the injection handles, and was regulating the supply of water to the diminished quantity of steam passing through the engines. The other, with his back turned towards me, was a person whom I did not know at all. He appeared a slight, gracefully formed young man, of middle height, dressed in sailor's clothes of a fine texture; and with the voice of a youth rather than of a man. I should have gone out at once to see what was doing, but the first words I distinguished arrested my attention in a moment. It was the youth who said,—

"How long before we shall leave the ship?"

"Not long now," replied the chief; "but we have nothing more to do, except to start when it is time."

"Are you sure the third engineer is all right?"

"Yes. He sleeps in one of the wheel houses, and I have turned the key upon him. Dick is at at the wheel; the rest of the watch on deck, and these smutty fellows are disposed of. We have lowered the boat all safe, and all is ready for a start."

"Then, why not go now?"

"No, we might still be discovered in time to spoil all. Let us wait till the last moment, and we shall be sure that we have got rid of the infernal ship and all that could ever give us trouble. But, by —!" he said, with a glance towards the gauges, "there is n't much time to spare, either. The steam mounts quicker than I thought; it is at twenty-five already, and the water is all out of the guages. Just step on deck, and tell Dick we shall be off at once."

"The youth turned and ascended quickly to the deck; and the chief went to the stoke hole, opened the furnace doors, looked at the fires, and throw in some coals and tallow.

"I should make a bad hand at describing my feelings, and all that sort of thing; but I think you may imagine that the unaccountable appearance of a stranger in the ship,—the intelligence that the watch both on deck and in the engine room were disposed of,—the knowledge that the steam was at twenty-five pounds to the inch, our usual working pressure being fifteen, and rapidly rising, with the safety valves, of course, fastened down or very heavily loaded,—the engines throttled of half their steam the feed in the boilers very low, and the furnaces fed with oil and tallow, it was altogether enough to make one feel queer. The boilers were new and strong; but, for that very reason, when they did give way, the destruction would be the greater; and I expected soon a terrific explosion, which might probably send the ship to the bottom. I understood at once—indeed, there was no room for doubt after what I had seen and heard—that the villains had by some means got hold of the gold on board; that they had either drugged or overpowered the watch, and that it was their intention to blow up the ship, and escape in the confusion; or to get away a little beforehand, and trust to the explosion, which must inevitably follow, to remove all proof of their crime and all dread of capture. I saw what it was; but I confess to you, sir, at the risk of being thought a coward, that I stood at first unable to think or act to any useful purpose. Had I been prompt and decided, now was my time to have acted while the stranger was on deck; but I own that I stood rooted to the spot, with shaky knees, with quivering lips, and with the cold, clammy perspiration standing on my head. I have often been in peril, but I never felt so unmanned, before or since, as I did then; and I verily believe that, had I been left alone, I should have allowed the ship, and the gold, and my own life, and the lives of all on board to take their chance, rather than venture out to face those desperadoes.

"But I had not the choice. The chief, after looking at the fire and examining the guages, crossed the stoke hole to the other passage under the starboard platform, with the view probably of getting at some of the grease and tallow that was stowed away close by where I had made my couch. I saw that I must now be discovered; but with the prospect of a struggle with one man singly, my courage revived, my limbs became steady, and the coward feeling left my heart. He groped his way slowly up the passage, and then made the rush which I have described as necessary to avoid the water from the waste-pipe. This rush brought him close to me before he stopped, and we stood face to face. My eyes were accustomed to the dim light of the place, while his were yet dazzled by the bright glare of the fires; so that I could distinguish his features, while he was yet uncertain whether there was any one there but himself. I ought to have seized the opportunity, and attacked him at once, but I foolishly let the moment pass, and instead of acting promptly, I sung out, 'Who is there?' In a moment his eyes lit up with a look of fierce intelligence; and with a suppressed exclamation, he sprang upon me.—The suddenness of the attack made me start back; and, my foot being tripped up by the bag of cotton I used for a bed, we fell heavily to the deck together, I being undermost.—His left hand was on my throat; and clutching my hair with his right, he, with a quick lift and jerk, moved my head to one side towards the engine. I did not resist the movement much, for I had not thought exactly where I was lying; but oh! think what was my horror at the next instant to see directly over me the end of the side lever descending, and not more than three feet above my head! By a violent effort I got out of the way just in time; but even then the cutter at the end of the lever grazed my forehead in its descent. The horror of my position seemed to give me for the moment preternatural strength, and I succeeded in rolling my antagonist over till I became uppermost; and then I struck him with my clenched fist two or three heavy blows on the face with such effect, that his hold of me relaxed, and I thought that I had stunned him. In a moment I gained my feet and fled; but I had been mistaken in fancying I had quieted my antagonist; he was nearly as quick as I was, and pursued me closely. I rushed through the passage by the side of the ship, across the stoke-hole, through the passage between the engines, and thence to the platform and up the ladder leading to the deck. The chief was close behind me, so that I dared not lose time by turning my head; and I remember how I heard his feet slip as he crossed the iron floor of the stoke hole directly after me. I tried to fling open the door of the companion, and gain the deck: I thought that my escape was certain. But oh! sir, I had no sooner touched the door than I found that it was closed, fastened on the outside. I looked down. The chief was standing on the platform at the foot of the ladder; he held a revolving pistol in his hand, and was then in the act of cocking it! There was no time for hesitation, and I flung myself right off the ladder upon him. He fired, but without having time to take aim, and I was not hit. With the force of my fall, we both rolled off the platform into the passage between the engines, the pistol being at the same time dashed from his hand. How we both escaped being crushed by the machinery I scarcely know; but so it was, and directly we were both on our feet again, and struggling through the passage on to the slippery stoke-hole floor.

"Here, still grasping each other's throats, we paused to take breath; and I saw then that Macpherson and the stokers, and trimmers of the watch were lying either dead or dead drunk about the side platforms and stoke-hole. I shouted as well as I could, but without avail; and then a thought flashed across me,—the steam whistle! There was a handle by which it could be sounded from the engine-room. If I could but reach that, I must alarm all the ship, and we might yet be saved! But at that moment the companion was opened, and the youth, the chief's accomplice, descended. He came down the ladder hastily; but he had no sooner turned and seen what was going on than he paused, as if frightened and irresolute how to act. The chief saw him as soon as I did, and sung out to him,—

"The pistol! the pistol! There, between the engines!"

"The youth picked up the pistol, and coming forward, presented it at me; but I could see, even in that moment, that he had omitted to cock it. He pulled at the trigger, but of course without avail. The chief saw as I did, the cause of the failure.—

"Cock it, d—n you,—cock it!" he cried out; and then I heard the click as the hammer was drawn back, and the chamber revolved. It was now or never for me. I am a Cornishman, sir; and, like most from that country, a little bit of a wrestler. I had regained my strength a little, and skill took the place of what was wanting. It was my only chance.—So, quick as lightning, I gave the chief the 'toe,' as we call it in our country and turned him over like a top towards the side on which the youth was standing. He fired at the same instant; but the sudden turn I gave my antagonist changed our positions, and the bullet, after inflicting a flesh wound in my arm, entered his body instead of mine. The youth gazed for a moment with a look of horror, and then with a scream, threw himself on the body. At that same instant I saw who it was. It was no youth, but a woman, and our captain's new wife. But I did not wait to speculate on this, for I saw that the fires must be drawn at once, and I had no strength left. I sprang to the handle and sounded the whistle. There was the well-known shrill shriek which could not fail to be heard throughout the ship; and I fell down fainting on the stoke-hole floor.

"I remember little more that passed until I found myself in the hospital at Panama. The events of that night—my wound, and the want of medical attendance, for we carried no surgeon—had brought on an attack of fever, and I had been dangerously ill. I had been delirious, and when I did regain my consciousness, the events which had really happened were so mingled in my brain with the extravagant fancies of my delirium, that I found it difficult to distinguish the one from the other. I soon discovered, however, that people had been told I had been guilty of gross insubordination towards the chief engineer, and that he had been so maddened by passion as to fire his revolver at me; and that I, having gained possession of the weapon in the struggle which ensued, had shot him to save my own life. Of course I denied this; but my ideas, and, no doubt my talk, were still so incoherent, that but little notice was taken of what I said. Soon the captain of the steamer came to my bedside, and begged and entreated me in the most earnest, the most piteous manner, to allow this version of the story to be believed. He said he had been bewitched by the charms and arts of that woman; and, believing that none of the crew knew he was already married, he had agreed to give her a passage, and had taken her on board with him as his wife. She had obtained from him, by pretending a playful womanish curiosity, a knowledge of where the gold on board was stowed, and how it could be got at; and this vile woman, with her accomplice (the villain whom he had foolishly engaged, at her recommendation, as chief engineer), and another man, also shipped at San Francisco, had between them conceived and attempted to carry out that atrocious project in which they had been so nearly successful. The engineer's hurt had not been serious; and the captain said that he had connived at his escape with his accomplices as soon as the ship got into port. The woman, indeed, had not been seen in her disguise by any one but himself; for he had been first in the engine room when the whistle sounded the alarm, and had managed somehow to get her out of the way unseen. "It would be useless now," he said, "to attempt to 'capture them"; and he implored me not to contradict the account lie had caused to be circulated, and so cause his ruin, which would be sure to follow, should his owners learn the real truth of the story. He made the most solemn vows of repentance and amendment, and I believe he was truly sorry for his fault, as well as its consequences; but I was deaf to all until he spoke of his sweet wife and his dear little girl, whom I had seen, as I have said, at New York. Well, sir, at length I yielded, and agreed to confirm the